

THE  
"CLEVELAND CHINA MAIL"  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including postage) to any  
part of the world \$15.  
per annum.

# The China Mail.

ESTABLISHED 1845

AGENTS  
Orders for the "China Mail"  
and "Canton Mail" may be made in the event of  
the following ports—  
Canton, Peking, Shanghai,  
Hankow, Amoy, Swatow, Hongkong,  
Yokohama, Kobe, Osaka, Manila,  
London, A. S. WATSON & CO., Ltd.

No. 16,612.

號八月八年六十百九千壹第

HONGKONG, TUESDAY, AUGUST 8, 1916.

庚丙大歲年五國民華中

PRICE, \$5.00 Per Month

THORNE'S

## OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 516.

HONGKONG POLICE RESERVE.

HAND FUND.  
The sum of \$50 has been received from  
Mr. P. A. Xavier, the Composer of the  
"Hongkong Police Reserve Parade  
March."

HEADQUARTERS CLUB.

The Club will be opened by His Excel-  
lency the Governor at noon on Wednes-  
day, August 9th. Members of the  
General Committee, the Staff, Company  
and Platoon Commanders, only will  
attend, and in uniform.

The Club will not be open to other  
ranks until 4 p.m. the same day.

JOINED.

No. 3 Section—Kassim Mahomed.  
F. C. JENKIN,  
D.S.P. (R.).

THE TOTALISATOR FOR ENGLAND.

The petition to the Jockey Club  
making known the fact that there is a  
widespread desire among owners, breed-  
ers, and trainers, for the adoption of  
a pari-mutuel system of betting on English  
race-courses continues steadily to receive  
influential signatures. Meanwhile, writes  
"Rutur" of the "Daily Telegraph,"  
further evidence of the popularity of the  
proposal is afforded, by two striking  
articles in the current numbers of the  
"Buckingham Magazine" and "Bailey's  
Magazine." That contributed to the  
former periodical is from the pen of Mr.  
Arthur Coster, who has collated the views  
of some well-known turf people, and has  
also added some able comments of his  
own on the merits of the proposal. His  
remarks: "The latest appeal for its  
introduction, however, is strong and  
more comprehensive than any that have  
gone before. It has taken the definite  
shape of a memorial to the Jockey Club,  
signed by dozens of owners and their  
trainers. Altogether this memorial, un-  
like some of its kind, cannot fail to carry  
a good deal of weight. The Jockey Club  
objection to take cognisance of betting  
is well-known, but this matter is far too  
important to be ignored by the turf  
authorities. The Jockey Club  
can hardly fail to give the proposal  
their earnest consideration when the  
time appears to them to be ripe."  
The writer of the "Buckingham" article  
makes a particularly strong point when  
he emphasises "the great advance made  
in breeding in France and recalls how  
once English horses could win fairly  
easily over there, whereas now they find  
it practically impossible to do so. "Can  
you," he asks, "ascribe the remarkable  
advance of the Allies in this direction to  
anything but the great assistance which  
the pari-mutuel has rendered?" Mr.  
Coster also emphasises what has fre-  
quently been stated in these columns  
when he writes that nearly every country  
in the world, including our Colonies  
and the United States, now legalises the  
totalisator. "Are they," he queries,  
"all wrong and we alone right?" He  
concludes by observing that the demand  
for the pari-mutuel in England is  
genuine and general, and that "the con-  
sensus of opinion is that much more can  
be said for it than against it, and in  
times of times we shall probably fall  
into line with other countries." Among  
those who are strongly in favour of its  
introduction are the Duke of Richmond,  
Lord Ilchester (both members of the  
Jockey Club), Spencer, Sir Gellan  
Colborne, W. Hall Walker, M.P., Sir  
Maurice Fitzgerald, Lord Alington and  
Colonel Walter Fisher, M.P.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and  
Diarrhoea Remedy should be packed  
in your hand luggage when going on a  
journey. Change of water, diet, and  
temperature all tend to produce bowel  
trouble, and this medicine cannot be  
secured on board the train or steamship.  
It may save much suffering and incon-  
venience if you have it handy. For sale  
by all Chemists and Storekeepers.

NOTICE.

BY EUROPEAN, NOT ASIATIC OR  
AFRICAN, "Canton Mail" and  
"China Mail" are published for  
the purpose of doing so, the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, address, age, sex, height  
and "occupation" of the applicant, and  
also the name of the vessel or train  
on which he is to travel, and the date by  
which the applicant wishes to depart.  
The applicant should apply in person to the  
General Police Station, at the  
hours of 9 a.m. to 5 p.m. and 5 p.m. to  
8 p.m. daily.

BUSINESS NOTICES.

### STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
STEAM LAUNCH FOR SALE OR HIRE.  
W. S. BAILEY & Co., Ltd.  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY



A. S. WATSON & CO. LTD.  
MINERAL WATER MANUFACTURERS.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.15 p.m. Every 10 minutes.

NIGHT CAR.

8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

MATURDAY.

Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the  
Company's Office, ALBANY, BURGESS,  
De Vries Road Central.  
Season and punch tickets available for  
all cars not already full running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Compro order  
representing Bank Notes.

JOHN D. HUMPHREYS & SON,  
General Managers.

PATELL & CO.  
Importers-Exporters  
AND  
Commission Agents  
HONGKONG.

Branches—  
SAN FRANCISCO, CAL.  
YOKOHAMA, JAPAN  
BOMBAY, INDIA  
CHINA  
HANKOW  
SHANGHAI  
CANTON

KING EDWARD HOTEL

Central Location

A. Electric Lifts, Pass Entrances,  
European Baths and Sanitary Fixings,  
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 378.  
TELEGRAPHIC ADDRESS:  
"VICTORIA,"  
J. WITCHELL,  
Manager.

NORTH BRITISH & MERCANTILE  
INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914,

£23,970,367.  
—Authorized Capital £25,000,000  
Subscribed Capital £24,500,000  
Paid-up Capital £24,487,500  
—Fire Funds £3,837,047  
—Life & Annuity Funds £17,567,590  
—Sinking Fund Accounts £123,230

Revenue Fire Branch £23,581,466  
Life and Annuity £1,141,593  
Revenue Marine Department £37,239  
Other Receipts £416,940  
£25,337,238

This Accumulative Fund of the various  
Branches are separately invested and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents.

"CHINA MAIL"  
OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME AND THUS KEEP IN  
GLASS TOUCH WITH THE  
COLONY.

BUSINESS NOTICES.

SHIPBUILDERS, SALVORS, REPAIRERS.

Forgemasters, Brass and Iron Founders

BOILER MAKERS ELECTRICAL & MECHANICAL

ENGINEERS, Oxy-Acetylene and

Electric Welding Systems.

**GRAVING DOCK**  
76' x 68' x 34' 6"  
Patent Slipways  
Taking vessels up to 8,000 Tons.  
**ELECTRIC CRANES**  
Lifting up to 100 Tons.

AGENTS FOR:

JOHN I. THORNTON & CO., LTD. Marine and Road Motors,  
Light Draft Carriers, Gunboats, Speedy Launches, Harbour Craft  
Houseboats and Pleasure Craft of every description.  
Motor Pumping and Lighting Sets. Motor Vehicles, etc.

THE TAIKOO DOCKYARD AND ENGINEERING COMPANY OF  
HONGKONG, LIMITED.

POTTERFIELD & SWIRE, Hongkong, China and Japan Agents.

Telegraphic address "TAIKOODOCK." Telephone No. 212.

BEWARE OF MOSQUITOES!

## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1823

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE  
CABLE LAY 5" to 15" CIRCUMFERENCE  
4 STRAND 3" to 16" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

## THE HONGKONG HOTEL AND GRILL ROOM

J. B. TAGGART

MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILIAR, RESIDENTIAL AND TOURISTS HOTEL.

Telephone in all rooms. First-class Carriage Lounge, Smoking and Ladies  
rooms, Billiard Room, etc. etc. etc.  
Terms—Favorable. Apply to  
P. O. PRISTER,  
Manager.

BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON CANTON TO HONGKONG

TUESDAY, 8th AUGUST.

5 A.M. HONAN 8 A.M. HEUNGSHAN

10 P.M. FATSHAN 5 P.M. KINSHAN

WEDNESDAY, 9th AUGUST.

9 A.M. HEUNGSHAN 8 A.M. HONAN

10 P.M. KINSHAN 5 P.M. FATSHAN

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by day Steamer) 11.00  
Single Fare by Day Steamer 5.00  
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE

S.S. "TAISHAN" Tons 500 S.S. "SHUI TAI" Tons 160

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

## EXCURSION TO MACAO

SUNDAY, 13th AUGUST.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

CANTON-MACAO LINE

S.S. "SHUI TAI"

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. "SAINAB" 538 Tons, and S.S. "HANNING" 469 Tons

One of the above Steamships leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

"HANUL" These vessels have superior Cabin accommodations and are lighted

throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted), 9 A.M. to 6 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (First Floor)

Opposite the Bank Place.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 200 feet long.

Town Office, 42, CORNHILL ROAD CENTRAL, HONGKONG. Telephone No. 459.

Shipyard, Shau-Pai-Po, Kowloon, Hongkong. Telephone No. K. 9.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1917.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

Bournville COCOA represents the  
highest grade of sensitive cocoa prepared on  
the market. It fully maintains its high reputa-  
tion in food value and delicacy of flavor, and  
is second to none in purity and wholesomeness.

## CADBURYS CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export



## INTIMATIONS

## THE HUMPHREY BISHOP COMPANY.

(Assisted by Mr. DENMAN FULLER)

## GRAND CONCERT

will be given in the Ball Room, Government House, on the night of the arrival of the "Novara" (due on THURSDAY, August 10th) at 9.30 p.m.

A portion of the net proceeds will be given to the Local War Charities Fund.

Booking at Messrs. MOUTRIE & Co. Seats \$2.50 each. Hongkong, July 28, 1916.

## THE HONGKONG HOTEL COMPANY, LIMITED

## NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 12th August, 1916, at 2.30 p.m. for the purpose of receiving a statement of accounts of the Company for 20th June, 1916, with the Report of the Directors and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.

By Order of the Board, J. H. TAGGART, Acting Secretary.

Hongkong, Aug. 1, 1916.

## NEW

## COLUMBIA RECORDS.

- 36520 Concerto in E Minor (Violin) Ysaye.  
D 17727 Serenade (Spanish Dance) (Cello) (Pablo Casals).  
The Swan.  
D 17712 Campanella (Piano Solo) Godowsky.  
Hark, Hark, The Lark! (Piano Solo).  
D 17701 Nocturne in E-flat (Violin) Parlow.  
Liebesruh.  
D 17711 Invitation to the Waltz.  
Isolde's Love Song (Grand Sym. Orch.).

## THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1322.

## SILIMPON (SEBASTIAN) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBASTIAN or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBASTIAN or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebastian Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebastian Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

## JAPANESE MAKERS

Every kind of Footwear

## MADE TO ORDER

TO ORDER

CHERRY & CO.

PEPPER STREET, Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

CHERRY & CO.

PEPPER STREET, Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

CHERRY & CO.

PEPPER STREET, Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

CHERRY & CO.

PEPPER STREET, Opposite Hongkong Hotel.

Telephone No. 491.

## INTIMATIONS

## VICTORIA RECREATION CLUB

## NIGHT FETE

POSTPONED to SATURDAY, 12th instant.

R. C. WITCHELL.

Hongkong, Aug. 5, 1916.

## WANTED.

## POSITION AS NURSE

By capable Japanese nurse who speaks English well (aged 35).

Apply to CHERRY CO.

Old P. O. Building, Pedder Street.

(Telephone No. 491.)

Hongkong, Aug. 7, 1916.

## NOTICE

I have this day admitted Mr. FRANK JAMES FALCONER a PARTNER in my business of Ship, Freight, and General Broker.

The Business will from this date be carried on under the name and style of RAY and FALCONER.

E. H. RAY.

Hongkong, Aug. 1, 1916.

## NOTICE

DEUTSCH-ASIATISCHE BANK, HONGKONG (In Liquidation).

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.

Appointed by the Hongkong Government.

Hongkong, June 13, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.

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HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.

## "CAPSTAN"

## NAVY CUT CIGARETTES are the Acme of Perfection

They are made from the finest quality Virginia Tobacco, and are sold in two strengths, Mild and Medium.



## THE CIGARETTE FOR THE CONNOISSEUR

SOLD BY ALL LEADING TOBACCONISTS

## IN DARKEST LONDON.

## A CITY OF BEAUTIFUL NIGHT.

[By FISON YOUNG.]

Whatever the ultimate sum of disaster and damage from hostile dirigibles may be, this generation of Londoners will owe to Count Zeppelin their discovery of the beauty of London by night. It is a solemn and sombre beauty, in harmony with the times; but it is both calming and inspiring in its influence. Many a cockney who had thought that the night sky was a phenomenon of the countryside now knows otherwise. To his vision at night there was nothing higher above him than a fading whistling advertisement to perhaps the light on the Victoria Tower as Westminster. A roof of garish light shut him in—cut him off from the universe as a fog might cut him off by day. But now that is lifted. The way may be dark about his feet, but there is an infinite luminous vault opening above him into which both the vision and the imagination can travel on illimitable journeys. Against which the cornices and black masses of commonplace buildings first and last in a mysterious and velvety softness. Things familiar and unlovely become strange and beautiful. But for this revelation of the night in London the entrance to the Victoria, the long level cornice of the western facade of Sussex-place in South Kensington, the skyline of Cheyne-walk, as seen from Chelsea Bridge, or Cocksfoot-street as a thing of beauty, would never have been apparent to the ordinary eye. There is a new and never failing reason to be found in walking through any part of London at night and discovering the transformation that the new conditions have effected in familiar sights. There was no skyline in London at night before the war; at the height of the skyline the eye encountered a blaze of light, a dazzling firmament of suns and stars.

## A PEACEFUL INFLUENCE.

There is a very real and peaceful influence in the sky at night, of which the modern town dweller is at normal times deprived. I found myself at nightfall not long ago in a remote and peaceful little island in the West of England. At first I did not understand why it seemed no longer peaceful, but almost restless and exciting after London, until I realised that it was the effect of the lighted streets and blazing shop windows by which I found myself as distracted as a yolk at a fair. What I missed was the darkness, and the sky. After the fret of the day, and the multitudinous vexation of infinite detail in movement, there is an escape for the eye and the thoughts into that calm vault which so surely invades or disturbs by our torturing warfare. The withdrawal of so much artificial light has at least one redeeming feature. It has undoubtedly brought addition and enlargement to the child of the new generation which gives something more than the traditional terms answer to the ancient riddle as to the situation of Moses in similar circumstances.

The drivers of motor vehicles have also an entirely new set of conditions to consider. Formerly in London, at night everything in the streets was clearly visible in light, and the carrying of lights was a superfluous, but almost necessary, feature. Now on many a night nothing is visible at all except by virtue of the lights it carries; and the driver of a vehicle approaching a number of such lights has to go through much the same mental process as a navigator approaching an unfamiliar harbour at night. It represents itself as a cluster of lights, some fixed, some moving, the significance and disposition of which must be determined as you approach them. The lights of buoys and beacons have to be distinguished from the mast-head lanterns of ships, and the direction and nearness of moving lights has to be estimated. So now in London the motor driver approaches some times just such a cluster of lights, very bewildering, there are lights marking off a patch of the road where the pavement is up; there are lights on vehicles and on vehicles at rest—all of these have to be judged and allowed for by the exercise of quite a new set of faculties. It is interesting to see how resourcefully the ordinary London driver has adapted himself to the new conditions.

## DISADVANTAGES OF DARKNESS.

The disadvantages of the darkness are also of course real. Some of them are inevitable, but many could be removed if we did not persist in treating the lighting conditions at night as a kind of emergency which need not be seriously

dealt with. It is likely that it will continue for a long time, and as some of the disadvantages are not inevitable it would be worth while if we began to do away with them. Among the most serious is the difficulty of identifying the names of streets in an unfamiliar quarter. The names high up on the walls of buildings were, even in the old days, often invisible at night, owing to the dullness of the lettering, and Londoners have come very much to rely on the translucent lettering affixed to the lamp-post at street corners. For some inscrutable reason this lettering has all been blotted out by the opaque substance with which the upper part of the lamps are darkened. It would have been just as easy to begin the paint work or pasted paper, or whatever the obscuring agent is, at the bottom edge of the line of lettering. As the panes of glass to which the lettering is attached are sloped at an acute angle with the pavement, they are visible only from below; and undisturbed as the Zepplins seem to have been on their visits to us, it is hardly likely that they will come down so low to discover their whereabouts by the names on the street-lamps. As it is the absence of the blighting out of these indications is a very serious inconvenience to pedestrians at night. By removing such inconvenience we should go far to remove the only serious objection to a considerably reduced waste of light at night even in normal times; and to the restoration to London of her new found beauty, the night sky.

## NEED OF DOCTORS.

## THE GERMAN COMPARISON.

Discussing with a Press representative recently the shortage of doctors and the criticism levelled at the authorities, Dr. Alfred Cox, secretary of the British Medical Association, said that the main business of the association was to secure as many doctors as possible for the needs of the Army without detriment to the civilian population.

"As regards the criticism of the Army authorities," he said, "the position we take up is that when we find points which deserve attention we bring them before the authorities and we have always found them quite willing to consider them. The criticism is not responsible and the responsibility must be left to the Government and Parliament."

"The enormously enlarged service of the R.A.M.C. has required many adjustments and we have every reason to believe these are being met."

"The comparison with the doctors of Germany is very fallacious. The German Army is more or less a concentrated body, whilst the British Army is all over the world and must have its doctors wherever it is. Therefore you cannot make a fair comparison."

"With regard to the suggestion that a State medical service should be established, any attempt to bring about any radical alteration in the conditions of practice in this country will be received with great suspicion by the thousands of men who have left their practice for the Army."

"It would seem like taking a very unfair advantage behind their backs and the only excuse would be that the present medical service had utterly broken down and there is no evidence of that at all."

## COUGHING INTO CONSUMPTION

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. Cures any cough that is only a cough. Very palatable. OF ALL CHEMISTS. Prices: 1/- and 2/-

## INTIMATIONS



## YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



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Hongkong, September 4, 1913.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

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NO. 3 DOCK, Kowloon	500	80	10	GRAND	1880
NO. 4 DOCK, Kowloon	400	60	8	GRAND	1880
NO. 5 DOCK, Kowloon	300	40	6	GRAND	1880
NO. 6 DOCK, Kowloon	200	30	4	GRAND	1880
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NO. 12 DOCK, Kowloon	3	0.2	0.05	GRAND	1880
NO. 13 DOCK, Kowloon	1	0.1	0.01	GRAND	1880
NO. 14 DOCK, Kowloon	0.5	0.05	0.005	GRAND	1880
NO. 15 DOCK, Kowloon	0.2	0.02	0.001	GRAND	1880
NO. 16 DOCK, Kowloon	0.1	0.01	0.0005	GRAND	1880
NO. 17 DOCK, Kowloon	0.05	0.005	0.0001	GRAND	1880
NO. 18 DOCK, Kowloon	0.02	0.001	0.00001	GRAND	1880
NO. 19 DOCK, Kowloon	0.01	0.0005	0.000001	GRAND	1880
NO. 20 DOCK, Kowloon	0.005	0.0001	0.0000001	GRAND	1880





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### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

WEDNESDAY,

the 9th August, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, etc., etc.

As follows:—

Upholstered Suites, Arm-chairs and Sofa, Card Tables, Bedroom Furniture, Double Brass-mounted Bedstead, Twin Bedsteads (Teakwood and Brass), Sideboard, Dinner Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., One Dinner Service, Cutlery, Glass Ware, Cooking Stoves, Crockery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, American Roll-top Desk, etc., a quantity of Electric Plated Ware.

"Cable" Portable Motors with Battery, etc., complete, Piano in good condition, Electric Heating Lamp, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, etc.

One Tennis Net and Poles, Two New Bicycles, Remington Typewriters, etc.

(Full Particulars from Catalogue.)

TERMS:—Cash.  
HUGHES & HOUGH,  
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Hongkong, Aug. 3, 1916.

### PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE CAPT. SUPR. OF POLICE, to sell by Public Auction on

THURSDAY,

the 10th August, 1916, at 10.30 a.m., at the Compound, Central Police Station.

CONFISCATED AND UNCLAIMED GOODS, including SUNDRY JEWELLERY.

TERMS:—Cash.  
HUGHES & HOUGH,  
Auctioneers to the Government.  
Hongkong, Aug. 5, 1916.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE GOVERNMENT) on

FRIDAY,

the 11th August, 1916, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Two FAIRBANKS' PATENT WEIGHING MACHINES (tested and stamped by the Police)

VALUABLE HOUSEHOLD FURNITURE, Removed to Sales Rooms for Convenience of Sale.

One Case WHITE SINGLETS, etc., etc.  
One Surveyor's Level by Troughton & Simms, London, complete.  
One Sextant by Falconer (practically new).

A quantity of Valuable Books on Navigation, Astronomy, etc.,  
Cauling Fans and one large Table Fan.

TERMS:—Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Aug. 5, 1916.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE GOVERNMENT) on

FRIDAY,

the 11th Aug., 1916, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

About 100 Bags of BOILER COVERING COMPOSITION. A sample of same, with further particulars may be had from the undersigned.

TERMS:—Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Aug. 5, 1916.

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of CHAS. J. GAUFF & Co. to sell by Public Auction, on

SATURDAY and MONDAY,

the 12th & 14th August, 1916, commencing each day at 10.30 a.m., at their Premises, Alexandria Buildings, Chater Road.

VALUABLE STOCK IN TRADE, Comprising:—

Gold and Gem Jewellery, English, American and Swiss 18ct. and 14ct. Watches; Silver and Nickel Watches; Diamonds; Pearls; Marine Chronometers; Liquid Steering Compasses; Log Rotators; Sinks; Thomson Compass Cards; Board of Trade and Standard Mercantile Barometers; Megaphones; Anemometers; T. Squares; Set Squares; Curves; Microscopes; Thermometers; Spirit Levels; Surveying Chains and Arrows; Admiralty Charts; Nautical Books; Optical Sundries.

(Full Particulars from Catalogue.)  
On view from 10th August.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, July 31, 1916.

### PUBLIC AUCTION.

BY direction of the Liquidators of the "Deutsch Asiatische Bank" Messrs. Hughes and Hough will sell by Public Auction, on

FRIDAY,

the 11th day of August, 1916, at 2 p.m., within the building No. 7, Queen's Road Central, Victoria, Hongkong formerly the premises of the "Deutsch Asiatische Bank."

The Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement of the said premises.

As follows:—

Four Large Fire Proof Safes, Combination Cabinet Safes, Large and Small Desks, Bookcases, Teakwood Seats and Stools, Leather-covered Upholstered Desk and Arm-chairs, Sofas and Settees, 2 Clocks, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Wagon, etc., etc., Ceiling Fans, Electric Brackets, very powerful Electric Ceiling Lights, Reading and Desk Lamps, etc., etc.

(Full Particulars from Catalogue.)  
On view from Friday, 4th August, until day of sale.

TERMS:—Cash.  
JOHNSON, STOKES & MASTER,  
Solicitors  
for the Liquidators of the  
"Deutsch Asiatische Bank"

HUGHES & HOUGH,  
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### FOR SALE.

MOTOR CAR and MOTOR CYCLE  
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### ALL SIZES.

Copper Queen Belting  
from 1 inch to 20 inches.

KWONG WING TAI,  
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TERMS VERY MODERATE  
Consultation free.

## "CHINA MAIL" PUBLICATIONS.

OBTAINABLE at the "China Mail" Office, 5, Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH (1891-1903) 50  
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NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA, by Rev. G. A. Babbington, M.A. 50

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THE MISSIONS STRANGERS (History of the Eastern Churches) 50

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SIR ROBERT HART'S LAND TAX MEMORANDUM (a criticism) 50  
WASHING BOOKS (for men) 50

## CIGARETTE AND TOBACCO FUND.

The following is the Subscription List to date:—

Acknowledged to 30th June, 1916 \$14,482.33

Since received:—

Bank Entered 5.97

Mr. F. G. Becke, Whampoa, for June 20.00

Collected by Mrs. Penitroth on s.s. "Empress of Asia" 12.50

C.D.M.F. 24.00

Per Mrs. Jordan, Victoria Lodge, including a donation of 95c. 10.85

Collected by Mrs. Penitroth List No. 9—G.T.F. A.V.L.R. T.J.F. J.M.H. G.H.B. each \$5. W.N. R.W.M. L.S.G. each \$5. A.B.A. W.B. J.B.E. J.D. F.W.J. J.S. W.O.B. E.M.F. R.J.S. T.R.C. R.A.W. each \$2. List No. 10—R.B. \$25. Mr. R. Sheehan \$10. Mr. J. A. Young \$10. Oil Kings \$20. 65.00

List No. 11—H.C.S. L.N.M. each \$10. Wally II. P.H.E. W.S. each \$5. G.E.T. J.A.R. A.S.L. H.E.M. R.T.B. each \$4. J.A. She Tat Tsoi, Lura Shau Shan, each \$2 54.00

Members, Kowloon Customs Staff, for June, 1916, per Mr. O. D. Gander 37.00

\$14,727.37

Expended to 30th June, 1916 \$14,300.00

Since expended:—

2nd August 1916 100,000 Wood-bine Cigarettes sent to the Front 820.00

\$14,820.00

Balance on hand \$ 107.37

W. A. DOWLEY,  
Hon. Secretary & Treasurer.  
8, Des Vaux Road,  
Hongkong, 4th August, 1916.

Among the many acknowledgments received in Hongkong from the Fighting Lines, letters of thanks and appreciation are to hand from the following:—

From Capt. Derby, 13th Service Battalion, Manchester Regt., at the Front, 11th June, 1915:—

"Allow me to express my appreciation for the kindly gift of cigarettes. All the boys of my platoon are indeed grateful for the present, and they came at a time when we were all running short of cigarettes. It is cheering to know that you in your part of our Empire take such a kindly interest in our welfare. All good wishes from the fighting line."

From Pte. W. Develon, Reg. No. 5150, 18th H.L.L., B.E.F., France, 15th June, 1916:—

"I am writing this on behalf of my Platoon (2nd Coy., 14th Platoon). We are better known as the 'Bananas' or 'Bob's Own'. We thank you very kindly for the cigarettes you sent. We have been four months in France now, and there is nothing more pleasing than a smoke to the boys in the trenches. I cannot tell you much about the place as this letter has to be censored. You might explain to the people of Hongkong how we are thinking them for contributing to the Fund. I hope this war will soon be over and end victoriously for Great Britain. Yours truly, 'GLASGOW BANANAS'."

From Corp. J. Casley, Reg. No. 6048, 9th Platoon, "C" Coy., 8th East Surrey Regt., B.E.F., France, 23rd June, 1916:—

"Although I am only one of the many that have benefited from your kind gift of cigarettes I feel sure I voice the sentiment of all the recipients. In this letter I endeavour to express the gratitude I and my friends feel towards you, and (forgive me if I make a mistake) your fellow-subscribers for their generosity in so grand a cause. I am not meaning to imply that we only receive cigarettes that are forwarded from various funds, etc. We are allowed a certain number by the Government, but they are usually cigarettes other than those we have been used to buying in civil life."

As you are doubtless aware, there have been dozens of new brands of both

## HAVE YOU A BAD LEG?

With wounds that disfigure and mangle, and with the pain and suffering that attend them, you may have the impression that you have a bad leg. Perhaps your leg is the only one that is injured, and you may have the impression that you have a bad leg. Perhaps your leg is the only one that is injured, and you may have the impression that you have a bad leg.

GRASSHOPPER OINTMENT AND PILLS. Prepared by Albert, Albert Street, Port of Spain, Trinidad, British Guiana. Price in Trinidad 1/6 and 2/6 per box.

Agents:—A. S. Watson & Co., Ltd. Hongkong.

### NEARING THE CLIMAX.

JOFFRE, VERDUN, AND THE GREAT STROKE.

We never tire of speaking of the boundless heroism and endurance of the French soldiers on the hillsides around Verdun. The peculiar nature and meaning of that heroic struggle are well understood by soldiers, and somewhat less well by civilians, and somewhat less well by civilians.

It is the last word in the war of unvarying Mr. G. H. Parris.

For some time past there has been for the enemy no possibility of total victory. At the end of February there was however, a possibility of a local success which, if it had been gained quickly and without exorbitant cost, would have represented a considerable moral and perhaps might have yielded a substantial, material advantage. Let us suppose, for instance, that either by unhampered regard for their exhausted reserves, or as the result of an Allied offensive on the west, the German line were drawn back from Flanders, Arras, the Aisne, and Champagne, to the course of the Meuse in Belgium and France. This enemy would benefit, greatly by the shortening of the line he would then have to defend but would suffer a heavy blow in prestige. If, however, he could simultaneously carry the heights of the Meuse he could advertise that victory to his own people as, balancing the great retirement; and the economy of strength in the latter would compensate for the losses of the Verdun adventure. Some such calculation as this must have been in the minds of the German Staff for only thus could their double need of men and prestige be met; only thus could the problem of securing a show of victory with a decline of actual forces be solved.

REVEREND PLANS FRUSTRATED.

Whatever its exact terms, the whole calculation has been frustrated by French strategy and French heroism. Our temptation—an essential part of the German aim—was to arrest the preparations for an overwhelming Allied offensive in order to relieve the pressure on Verdun. Not for a moment has the clear vision of the Generalissimo been blinded by that lure. The Allies have no need of false prestige drawn from any local success: it is the mark of the soundness and greatness of their directorship that the whole of their stake is cast upon preparation for a total and conclusive victory. Let the Crown Prince have Verdun if he can get it; but he must pay such a price as will be the ruin of all further hopes. The price up to date is at least 450,000 casualties and four months' wastage of material of every sort. The poor little town of Verdun, lying in a hollow of encircling hills, still lies in the triangle, and will I believe stay it to the end of the war; for if the strong lines of Souville-Frède-Torres and Tannenberg-St. Michel-Bellefleur were to be taken the hill forts on the south side of the town would make its occupation impossible, and there are further heights southward for every inch of which a like price will have to be paid.

Nevertheless Englishmen watch this agony with a peculiar structure of feeling—I will not say with shame, for individually they have always been ready and anxious to do their full share, but with heavy impatience that the summons should be so long delayed. I think there is now no misunderstanding on this score in France; and, indeed, when suffering French fathers and mothers asked how long it would be before we moved, the answer was obvious—Ask Paris Joffre!

For the British Armies in France are not well-dressed; like the army groups of Foch, Pétain, and D'Espèry, they are virtually "under the orders" of the Generalissimo; whose plan of campaign they are carrying out.

And now that we are manifestly nearing the climax, soldiers and useless civilians alike in both lands, strain their gaze forward in the effort to read the fate of to-morrow, and ask each other how those factors stand without which the highest fortitude is of no avail, how events will shape themselves; and how large a measure of victory may be reasonably hoped for. Among those who know least there are optimists and pessimists; those who know most say nothing, because the more difficult it becomes in modern conditions to maintain secrecy in military movements, the more important it is to preserve to the small extent that may be possible, the vital element of surprise. Never did so much depend upon the general moral of a nation, and never did it so fall upon great democratic communities, under the leadership and strain of a war of such magnitude and strain, to maintain their moral without the

THE NAVAL BATTLE.

MIDSHIPMAN'S BREEZY STORY OF "SOME STUNT."

A breezy description of the battle of Jutland is given in letters to a relative by a midshipman who was on the foretop of a British battleship for seventeen hours. The following are typical extracts:—

"Here we are again, still this side up. This stunt has freshened everybody up no end. We were just going nearly dotty with stagnation up in this awful hole."

"We were all as cheery as Punch when action was sounded off. The battle-cruisers, which, by the way, were first sighted by your eldest son, who went without his tea to look out in the foretop, were away on the bow firing like blazes, and doing a colossal turn of speed. The Battle Fleet put it across them properly. We personally strafed a large battleship, which we left badly bent, and very much on fire. They fired pink shells at us, which fortunately burst some distance away. They looked as if they smelt horrible. Altogether it was some stunt."

"The Defence went under our noses. She was being repeatedly strafed, and then a salvo got her aft, which removed her after-part, and the next hit blew her to blazes. We met the formidable bottom up."

INTERESTING DRAMATIC.

"I cannot imagine anything more intensely dramatic than our final junction with the battle-cruisers. They appeared on the starboard bow going a tremendous speed and firing like blazes at an enemy we could not see."

It is the most extraordinary sensation I know to be sitting up there in the foretop, gazing at a comparatively unarmoured bit of sea, when suddenly about five immense columns of water about 100ft. high shoot up as if from nowhere, and bits of shell go rattling down into water, or else, with a noise like an express train, the projectiles go screeching overhead and fall about a mile the other side of you."

There is a most savage exultation in firing at another ship. You hear the order, 'Fire!' the foretop gets up and hisses in the face, an enormous weight of cordite smoke—the charge weighs 2,000lb—rises up and blows away just as the gentleman with the stop watch says 'Time!' and then you see the splash, go up, perhaps between you and the enemy; behind the enemy perhaps, or, if you are lucky, a great flash breaks out on the enemy, and when the smoke has rolled away, you just have time to see that she is well and truly blazing before the next salvo goes off. I had the extreme satisfaction of seeing the Lutwidge a salvo which must have caused her furiously to sink. There are minor side-shows, too, which contribute greatly to the excitement."

At about 9 a.m. we sighted a Zep, which was vigorously fired at. It made off 'Quam celerime,' which means quick with a capital Q."

REDUCED STATION LIGHTS.

RAILWAY'S RESPONSIBILITY FOR SAFETY OF PASSENGERS.

An action for damages arising out of reduced lighting at a railway station was heard at Kent Assizes.

Mrs. E. Anne Lloyd, of Horne Bay, wife of an Army captain, sought to recover damages from the South-Eastern and Chatham Railway Co. for personal injuries sustained through the alleged neglect of their servants.

The plaintiff's case was that while walking from one railway station platform to another she fell into a bay, owing to there being no lights, and sustained a fracture of the leg.

The defence was that in accordance with the Defence of the Realm Regulations the light at the station had been reduced, but that there was sufficient for the safety of the passengers, who on their part, were expected to exercise reasonable care, which plaintiff did not do.

His lordship explained that the present abnormal circumstances did free the defendants from the responsibility of taking proper and reasonable care to protect passengers.

The jury awarded plaintiff £200 damages, and judgment was given accordingly, with costs.

OF ALCHEMISTS.

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

PRICES: 1/6 and 2/6.

## INTIMATIONS

## ALEXANDER'S

## LEMON SQUASH

Prepared from FRESH AUSTRALIAN LEMONS with full flavour of the Peel.

ONE or TWO Tablespoonfuls with cold plain Aerated or Mineral Water forms a DELICIOUS AND REFRESHING BEVERAGE.



## DONNELLY & WHYTE,

SOLE AGENTS, Queen's Buildings.

## "AMUSEMENT WITHOUT DISCOMFORT"

SEE THE

## PALISADE

OUT-OF-DOOR-PICTURES. LOCATION NEAR POST OFFICE, KOWLOON.

## TO-NIGHT!

## TEMPTATION

Showing how Jack Caldwell, a young inventor of a new controllable torpedo, finally wins the day after many exciting events.

## THE PANAMA CANAL

(3rd Series).

IN THE SECRET SERVICE (2 Parts, Drama).

ECLAIR GAZETTE (Topical).

REBECCA'S WEDDING DAX (Keystone Comic).

LOVE AND DIVINITY (Keystone Comic).

PRICES AS USUAL.

Hongkong, 8th August, 1916.

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 9th August, 1916, commencing at 9.30 p.m., at "St. Barnabas" Garden Road.

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising:—

Teak handstand with bevelled mirror, Tapestry covered drawing room suite, Leather covered arm-chairs, Music cabinets, Writing table, bookcases, Ningpo table, Card table, Overmantel, Standard lamp, Bronze and brass vases and ornaments, China-ware, Brass ferns and fire bracers, carpets, curtains, Electric ceiling fans and fittings, etc., etc.

Teak extension dining table, Sideboard with bevelled mirror, Glass cabinets, Ningpo chairs, Tea tables, American Refrigerator, Dinner and dessert services, Cut-glass, Crystal Cutlery, etc., etc.

Double brass and iron bedstead, Double wardrobes with bevelled glass doors, Dressing tables, Marble top washstands, Chests of drawers, photographs, lamps and gear, etc., etc.

Also A QUANTITY OF BLACKWOOD-WARE, Comprising:—

Caric cabinet, Deal Sofa, Arm-chairs, Tables, Flower stands, etc., etc.

1 Cottage piano by "C. Bechstein" 1 Gramophone and Records. 1 Underwood typewriter. 1 Large marble clock. 1 Set tea hives with accessories.

A QUANTITY OF Plants and Orchids. On view from Sunday, the 6th Aug. Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, Aug. 4, 1916.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 10th August, 1916, commencing at 11 a.m., at the Hongkong & Kowloon Wharf & Godown, Co., Ltd., 4, (PART 1), 5, CHINESE MACHINERY.

COPPER, BRASS AND IRON PIPES, FITTINGS, E.C. E.L.

3 BRONZE PROPELLERS. On view Now. Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, Aug. 5, 1916.



# WATSON'S "E" THE PREMIER SCOTCH.



DISTINCTIVE IN FLAVOUR. WELL MATURED. MELLOW.

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WINE AND SPIRIT MERCHANTS.  
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GENTLEMEN'S TAILORS.

SUMMER  
SPECIALITIES.

FLANNEL OR SERGE  
TROUSERS

COTTON, LINEN OR SILK  
COATS

MATERIALS GUARANTEED

### THE DIARY.

MEMO. FOR TO-DAY.  
8.15 p.m.—The Palisade, Kowloon.

### MEMOS. FOR TO-MORROW.

Noon.—Opening of Police Reserve Headquarters by H.E. the Governor.  
2.30 p.m.—Auction of Household Furniture, etc., at Shercliffe, Garden Road.  
2.30 p.m.—Auction of Furniture, at Messrs. Hughes and Fournier.

### General Memoranda.

THURSDAY, August 10.—  
10.30 a.m.—Auction of confiscated and undervalued Goods and Jewellery at the Compound, Central Police Station.  
Concert by Humphrey Bishop Co. at Government House.  
FRIDAY, August 11.—  
10.30 a.m.—Auction of two Weighing Machines, Household Furniture, Singlets, etc., at Messrs. Hughes and Fournier.  
11 a.m.—Auction of Boiler Covering Composition at Messrs. Hughes and Fournier.  
3 p.m.—Auction of Office Furniture, Sales, Fittings, etc., etc. at No. 7, Queen's Road Central (formerly the Deutsche Asiatische Bank).  
SATURDAY, August 12.—  
Noon.—Hongkong Hotel Co. half-yearly Meeting.  
Night Fete at the V.R.C.  
SUNDAY, August 13.—  
8 a.m.—Excursion to Macao by S.S. "Tatiana".  
4 p.m.—Full moon.

### MARRIAGE.

REDMOND-DAVIS.—On July 10th at Christ Church Cathedral, Victoria B. C., by the Very Rev. Dean Schofield, M.A., D.D., Rector, FREDERICK ANNIE REDMOND, Lecturer in Civil Engineering at the University of Hongkong, youngest son of the late Mr. M. G. Redmond, formerly of Kotah Hall, Kotagiri, India, to EILEEN BEANLEY, youngest daughter of Mr. and Mrs. J. JENNET DAVIS, Fairfield, Ennisceorthy, Ireland.

### ACKNOWLEDGEMENT.

Mrs. J. H. MARTIN and Family desire to return heartfelt thanks for the many kind expressions of sympathy and condolences received from their friends and acquaintances, in their recent sad bereavement.

## The China Mail.

HONGKONG, TUESDAY, AUGUST 6, 1918.

### JAPAN AND RUSSIA.

NOTHING testifies so plainly to the great satisfaction which the recently signed Treaty between Russia and Japan has given to the Japanese people than the way in which they continue to celebrate the event. It is over a month ago since the conclusion of the new pact was announced. The event was immediately marked by great festivities in Tokyo, Yokohama and other towns in Japan, and also at Dalny and one or two other places in Manchuria. A telegram in our yesterday's issue told us that it had been celebrated once again in Tokyo by an imposing demonstration by way of signifying the popular endorsement of the Treaty and at the same time giving an assurance of the nation's unwavering loyalty to the Anglo-Japanese alliance as "the main pillar of the international situation," and of Japan's entire sympathy with the Allies in their fight against Germany "the enemy of civilisation." This demonstration, it is interesting to note, synchronises with an announcement by Reuters's Agency that it learns that the first fruits of the recent Russo-Japanese Treaty is the conclusion of a separate agreement whereby Russia sells to Japan the southern half of the Harbin-Changchun railway, about sixty miles in length, including the line from Changchun to the Sungari river, and that the Agreement also recognises the right of the Japanese to navigate the river between Kiro and Patuna. We do not know whether this announcement is made now with authority, but most people in touch with Japanese politics will know that this is no sudden outgrowth of the Treaty of Alliance. Indeed, quite six months ago a Japanese newspaper announced that an agreement had been concluded for the sale by Russia to Japan of the southern half of the Harbin-Changchun railway. The report was

reproduced at time in the *China Mail*, but our attention was drawn to a contradiction of the statement reported is having been made by the Japanese Premier. We published the contradiction, but the terms in which that contradiction was made left very little doubt in our own mind that there was something in the original story. No secret has recently been made in the Japanese papers of the fact that the Treaty which has been published does not represent the total result of negotiations which had been in progress at least six months. There is a supplementary agreement which the leading Japanese papers have frankly referred to as a secret agreement, and one of them more than a month ago intimated that the only provision in this Treaty which would be made public would be that for the transfer of the southern part of the East China railway. What this and the granting of navigation rights on the Sungari mean is, in the words of the *Osaka Mainichi*, that "Russia has almost entrusted North Manchuria to Japan." Undoubtedly this agreement, which ensures peace and harmony between Russia and Japan and an important extension of the interests of Japan in Manchuria, gives the Japanese people good reason to feel elated over a diplomatic triumph which will, to say the least, greatly add to the value and extent of Japan's economic interests in China.

### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

The Bishop of Victoria is expected to return from Weihaiwei to-day.

A Golf Club is being formed in Sandakan, British North Borneo, and the Government has promised to assist in laying out a course. The Hon. Mr. W. G. Derby is one of the gentlemen actively interested in the project.

The Palisade is showing a change of programme to-night. The "star" film, "Temptation," is very thrilling; as is also "In the Secret Service." There are several good comedies and the third series of the Panama Canal pictures.

The cases of communicable disease notified in the Colony last week were: 1 fatal case of plague, 7 cases of enteric fever, four of which were fatal, and 3 fatal cases of small pox. All the victims were Chinese with the exception of two enteric cases, which were British.

Mr. A. E. Smith, Manager for Messrs. Jardine, Matheson and Co., Ltd., Harbin, is staying in Dalny with Mr. C. E. Wedemeyer, the local manager of the firm, having come south, says a Tientsin paper, to receive the Pasteur treatment after being bitten by a mad dog.

A feature of the Concert to be given at Government House on Thursday, the 10th instant, will be the floral decoration of the beautiful Ball Room. We understand that an artistic design for the baskets filled with flowers, which will be suspended from the ceiling and walls of the room, has been made by Miss Eileen Hastings, and it is anticipated that this improvement will materially enhance the beauty of the scheme; the execution of which is in the capable hands of Mr. W. J. Tutcher. The grounds of Government House on both sides of the house will also be tastefully lighted, and in themselves, given a fine night, will prove an attraction.

The funeral of the late Mr. E. A. W. Dunrich of the Hongkong and China Gas Company took place at the Happy Valley last night. The Rev. T. Featherstone conducted the service. Those who joined the cortege at the Monument included Major Humphreys, Mr. J. Barr (acting Manager of the Gas Company), Messrs. Curry (Secretary), McCubbin (Assistant Engineer), Hunter (Superintendent of the Fittings Department), Muir and J. Bothwick (of other departments), J. J. Lennox, W. Badger, C. Smith, McIlwain, E. H. Taylor, V. C. Labour, H. Overy, D. Tolan, P. Robinson, G. H. May, Inspectors Gordon and Kim (of the Hongkong Police), the Company's Chinese staff etc. There were a large number of floral tributes, including a wreath from each of the "European members" of the Gas Company, the Kowloon Cricket Club, the K.C.C. Bowling Party, the Victoria Recreation Club, Mr. and Mrs. J. H. Mead, Mr. and Mrs. Charlton, Mr. and Mrs. Thornhill, Mr. J. H. Teggart, etc.

### THE LAW COURTS.

#### A CLAIM BY BOATMEN.

Sir Wm. Rees Davies K.C. was engaged in summary jurisdiction this morning in hearing claims by eight boat owners of Ty-tam-tuk amounting to \$1364.12 against Ip Hun, a sub-contractor to the San Wo Company, Shaikwan. The claims were for the balance of money due on work done by the plaintiffs for carrying stone from Stanley and other places to Ty-tam-tuk in connection with the construction of the Government's reservoir.

Mr. Leo D'Almada represented the plaintiffs, and Mr. Agassiz the defendants.

According to Mr. D'Almada, the plaintiffs were supplied with pass books and different work done had been noted and certain amounts had been paid out from time to time.

Mr. Agassiz cross-examined to prove that plaintiffs had sued the wrong party and that a man named Lai Shing was really responsible.

For the plaintiffs it was held that defendant received the stones at Ty-tam-tuk and gave plaintiffs their pass books.

His Lordship decided in favour of the plaintiffs with costs.

### THE MAGISTRACY.

#### A DISHONEST GARDENER.

The gardener at the Police compound was charged at the Magistracy this morning with unlawfully pawing a pair of shoes belonging to the boy employed by the Assistant Superintendent of Police. He was fined \$10.

#### ASSAULTED BY A GAMBLER.

Convicted of gambling, a Chinese accused another man of giving information to the Police. He committed an assault on the supposed informer on two occasions. A complaint was made to the Police and the man was arrested. Mr. Hazeland, who adjudicated this morning in the assault charges, regarded the offence as particularly serious, and imposed a fine of \$50 or two months imprisonment, bound defendant over in \$100 to a keep the peace for a year, and warned him if he came up again he would get a long sentence.

#### A SHANGHAI BREWERY SOLD.

The Anglo-German Brewery at Shanghai has been sold to the Dai Nippon Brewery Company for \$500,000, exclusive of stocks. The Chairman of the old Company (Mr. C. W. Wrightson) at a meeting of shareholders last week explained that the sale of the Company offered a solution of the many difficulties which exist in regard to the Company which, though British, was one in which enemy shareholders largely preponderated and shareholders would realize how impossible it would be to carry on the Company and procure the services of a British Board of Directors who would devote their time and energy to a concern, the success of which would prove of material benefit to German shareholders. Apart from this it would appear probable that Lord Halsbury's Bill, recently placed on the Statute Book, will in due course apply to China Companies, the effect of which would be that this Company having a preponderating German interest would be forced into liquidation by the British Government.

### GUNS FOR CHINESE REVOLUTIONISTS.

#### IMPORTANT SEIZURE AT MOJI.

It is reported from Moji that fifteen machine guns, which were about to be shipped on board the O.S.S. *Taiho Maru* at Moji, were discovered and confiscated by the Police. The guns were being shipped to Mr. Kiyano Nagatomo at Tientsin, an important adviser to the Chinese Revolutionists—*Kobe Herald*.

A Wireless Station for the use of the Imperial Japanese Navy will be installed near Hozan, South Formosa, and operations are being commenced by an expert sent there from Osaka. The new station, which is expected to be completed by 1918, will be built of duty would be sufficient to meet the case. The Court found Captain Moses guilty of neglect of duty in proceeding at full speed in a dense fog, but in view of the circumstances in his favour the Court decided that Captain Moses should only be reprimanded.

### CHINESE AFFAIRS.

#### THE CANTON SITUATION.

##### THE NEW CIVIL GOVERNOR.

(Wah Tze Tai Po's Service.)

PEKING, August 7.

Chu Hing Lan, leaves Peking to-morrow en route for Canton to take office as Civil Governor of the Province.

He takes with him Wong Chu Yan, who had been sentenced to 15 years' imprisonment but whose release was secured by Chu Hing Lan.

##### SHANGHAI CANTONESE AND THE SITUATION.

SHANGHAI, August 6.

The Cantonese community held a meeting yesterday and decided to telegraph to Luk Wing Ting urging him to proceed to Canton immediately. It was also decided to canvas for subscriptions for the purpose of sending a representative to the scene of the fighting, together with a Red Cross staff for the relief of the wounded.

##### THE SITUATION IN HUNAN.

SHANGHAI, August 7.

The Government has decided to resort to force if the appointment of Tam Yin Hoi as Tsuchun will not relieve the situation in Hunan province.

##### CHINESE POLITICS.

SHANGHAI, August 7.

The majority of members of Parliament have agreed to support Tuan Ki Sui's appointment as Premier, but they favour the postponement of the election of a Vice-President.

An informal meeting of members of both Houses discussed the question of the recognition of the present Cabinet, but there were differences of opinion and no satisfactory conclusion was reached.

One of the Ministers is now trying to negotiate a basis of agreement.

##### MR. TANG SHAO YI.

SHANGHAI, August 7.

The Cantonese merchants are to give Tang Shao Yi a farewell dinner to-morrow, although his departure for Peking has not yet been definitely fixed.

##### CANTONESE INFLUENCE AT PEKING.

PEKING, August 7.

Members of Parliament representing five provinces have combined to crush the Cantonese influence in Peking. Chan Kam To's position is shaken.

##### MILITARY EXPENSE OF SOUTHERN PROVINCES.

A Peking telegram to Japanese papers, dated the 1st inst., says:—The amount demanded of the Central Government as the Military expense of the Hukochun since its first rising at Yunnan has reached about \$20,000,000 as follows:—

Yunnan ..... \$7,000,000  
Chunyu ..... 3,000,000  
Tsai Ao ..... 3,000,000  
Li Lichun ..... 2,000,000  
Li Hsien-shi ..... 6,000,000  
There is no bill sent from Kwangsi as yet and it is outside the above total.

##### N.Y.K. CAPTAIN REPRIMANDED.

The Tokyo Marine Court has recently held an inquiry into the circumstances surrounding the collision between the N.Y.K. steamer *Takaki Maru* and the oil-steamer *Silverbell* off Newfoundland on the night of February 1st last, resulting in the sinking of the Japanese steamer.

When the examination was over Mr. Nagano, the Prosecutor, addressed the Court. He said that "it was improper for the *Takaki Maru* to be making full speed at 10 knots in a dense fog, even though she was on the open sea. There were extenuating circumstances, however, inasmuch as the *Takaki Maru* was light, and it would have been impossible to control the ship properly unless the vessel was driven at full speed. In view of the fact that Captain Moses had served the N.Y.K. during the last 20 years without fault, a single mistake or neglect of duty would be sufficient to meet the case. The Court found Captain Moses guilty of neglect of duty in proceeding at full speed in a dense fog, but in view of the circumstances in his favour the Court decided that Captain Moses should only be reprimanded.

##### KEEP IT HANDY.

IMMEDIATELY relief is necessary in case of diarrhoea, Cholera, Dysentery, Colic, Cholera, and Diarrhoea. Remedy should always be on hand. For sale by Chemists and Stockholders.

### CLEANING CATTLE STEAMERS.

#### QUESTIONS AT THE SANITARY BOARD.

The Sanitary Board met this afternoon, Mr. W. L. Tatman presiding. There were also present the Hon. Mr. W. Chatham (vice president), Col. Crisp, Messrs. F. B. Bowley, P. W. Golding, Dr. Orzorio, Messrs. Chan Kai Ming, Ng Hon Tze, Dr. Woodman (Medical Officer of Health) and Mr. W. Bowen-Rowlands (Secretary).

Mr. F. B. Bowley asked the following questions:—

i. What is the reason for the delay on the part of the Government in dealing with the recommendations of the Board with regard to No. 1 May Road and No. 16 Peak Road (Ian Mo)?

ii. What arrangements are made by the Sanitary Department for removing manure from river steamers bringing cattle to Hongkong? Can the Head of the Sanitary Department suggest any improvement in such arrangements?

iii. Will the Head of the Sanitary Department lay on the table and supply members of the Board with prints of the annual Medical and Sanitary Reports for last year, which have been laid on the table of the Legislative Council?

The CHAIRMAN replied:—(1) The recommendations of the Board are being considered in connection with the general question of the drainage of Hongkong. The reply to the Board's recommendations will be given as soon as possible.

(2) The work is at present done by three men and a foreman drawn from the scavenging staff of H.D. It is the duty of the foreman to find out when cattle boats are due and to arrange for the coolies and cart. Previously to the war these vessels used to arrive regularly, either in the early morning or in the evening and it was easy to arrange the ordinary work so that the men would be available in the morning to clear the manure from both overnight and morning arrivals. Now the boats arrive at all hours of the day, and it is not always possible to make immediate clearance of the manure without detriment to the ordinary scavenging service. Improvement of the service would be easy: it is only a matter of cost. This manure must be regarded as trade refuse which the trader must either remove to the refuse depots himself or pay to remove. At present six vessels pay varying sums amounting to \$26 per manum for this service, but investigations following a recent complaint have shown that there are 8 vessels, including the complainant vessel, which pay nothing. If the charge is raised to a uniform monthly fee of \$14 per vessel we should realize an additional \$38 per annum which would provide three coolies and a foreman who could be detailed specially for this work at a charge of only \$1 per manum to the public funds.

(3) The third question is answered in itself. The printed reports reached me the same day as the questions.

#### FLUSHING APPLICATIONS.

The Board recommended the approval of applications to erect four water closets and two urinals at the Cosmopolitan Dock and three water closets at the Golf Club House, Deep Water Bay.

#### JAPANESE SHIPPING NEWS.

##### THE S.S. "KOREA."

The delivery of the "Korea" by the Atlantic Shipping Company to the Toyo Kisen Kaisha was effected on the 12th inst., at New York. The vessel left that port for Japan on the 24th inst., via Panama and Vladivostok.

##### NEW O.S.S. STEAMERS.

A Japanese journal at Nagasaki reports that the Mitsubishi Dockyard, Nagasaki, has secured a contract for the building of two steamers of 9,500 tons gross, of the "Mitsubishi" and "Hawala" classes, for the Osaka Shosen Kaisha, on condition that the materials will be supplied by the steamship company, who will bring them from America on its own steamers.

##### N.Y.K. STEAMERS TO CALL AT MARSEILLES.

It is reported that the Nippon Yusen Kaisha has decided, in compliance with the request of the Kobe Chamber of Commerce and the exporters' associations in Yokohama and Kobe, to renew the service to Marseilles in the early part of next month, reports the "Japan Times." The regular liners will be despatched to the French port, however, and only some of the extra-liners operated on the European route will call at Marseilles en route to London via Cape Town. The first liner to sail under the new arrangement is the "Toba-maru," which will be equipped for the ocean service shortly at the Kawasaki Dockyard Company's plant at Kobe. She will start on her maiden voyage in the early part of next month from Kobe. She will be followed by the "Kawachi-maru," which is scheduled to weigh anchor at Kobe in the early part of October.

##### CLOSING SHARE QUOTATIONS.

Bankers ..... 127 1/2  
Doors ..... 127 1/2  
Straits ..... 115 1/2  
Wharf ..... 82 1/2  
Ind. Ind. .... 108 1/2  
Comm. .... 97 1/2  
Hutchinsons ..... 21 1/2

### JAPAN'S FOREIGN TRADE.

#### RESULTS OF THE PAST HALF YEAR.

The Japanese Finance Department has given out the following figures showing the value of the trade transacted with the various continents during the first half of this year. For purposes of comparison the figures for the corresponding period of last year are also given:—

	1918.	1917.
Asia	¥323,500,015	¥180,484,083
Europe	77,593,078	58,350,645
North America	149,008,908	80,734,133
South America	1,500,883	601,582
South Africa	2,684,797	646,633
Australasia	16,255,853	8,713,534
Other Places	149,419	313,678
Total	490,588,750	300,914,017

#### CHINA AND THE WAR.

Having just returned from China, in which country he has spent nearly half his life, "Mencius" writes to the *Manchester Guardian*—

Britons in China have not been behind others in showing their patriotism at this critical time. Every man who could leave has returned home to join the Colours, and some have already laid down their lives for the Empire in Gallipoli and Flanders. Nor have Britons in China been behind the rest of the Empire in the way they have contributed to the many different funds for the relief of suffering caused by the war. Hostilities had not far advanced before Germans in China saw the importance of winning Chinese opinion to their side. They once began a literature campaign, and before long Chinese, even in distant provinces, were in possession of the German version of the causes of the war, and had news of overwhelming German victories. Many Britons, realising the harm this was doing their cause, determined to counteract it by taking steps to put the Chinese in possession of the facts. Telegrams have been translated for the Chinese press, and translations of British documents have been circulated.

It may seem a matter of small moment what the Chinese think of us and the way we conduct this war. It may be said—"Of what account is China to the world? An unwieldy nation tottering to ruin." But Germany, be it noted, does not take this view, and her people do not see China merely as a market, but as she may become. In every province they see a promising market for German goods, and, if possible, they wish to make the present war advance rather than injure their prestige. China is now awake from end to end, and her people are obsessed with a glowing patriotism that desires to make their country great and worthy of its historic past. Those who know China best are convinced that "no people with such a history and with such characteristics was ever extinguished or ever will be."

#### MEDALS FOR WAR SERVICE.

A desire having been expressed for the issue of information as to the medals which may be earned by soldiers for war service, the Secretary of the War Office announces that the medals in question are the following:—

(1) The Victoria Cross. The conditions under which this is awarded are well known. Up to the present date 86 Victoria Crosses have been awarded in the present war to warrant officers, non-commissioned officers, and soldiers.

(2) The Military Cross is awarded for "distinguished services in times of war," and may be won by warrant officers, as well as by commissioned officers of rank not above that of captain. One hundred and thirty warrant officers have received the Military Cross up to date.

(3) The Distinguished Conduct Medal is awarded for individual acts of distinguished conduct and for devotion to duty in the field. This medal has been earned by about 6,150 warrant officers, non-commissioned officers, and soldiers during the present war up to date.

(4) The Military Medal, which was instituted some two months ago, is awarded to non-commissioned officers and soldiers for individual or associated acts of bravery in the field. About 1,700 of these have been conferred up to date.

(5) The General War Medal, the issue of which is not decided until peace has been concluded.

#### GERMAN SHIPBUILDING.

Interviewed by a correspondent of the *Berliner Tageblatt*, Herr Bolke, the director of the Hamburg-Amerika Line, made a statement as to the building of German merchant ships during the war.

He said the Hamburg-Amerika Line had in course of construction a steamer named *Dismark*, of 26,000 tons, which will be the largest vessel in the world, and also a ship named *Tirpitz*, of 30,000 tons, and three other steamers, each of 22,000 tons. The *Vulcan* Yard was building nine steamers, four of which will have a displacement of 18,000 tons each, and the *Fleensburg* Yard there had been constructed a large number of merchantmen, including two of 13,000 tons. At *Deschmunde* two steamers, each of 7,000 tons, had been built for the *Panama Canal* trade. The *Hamburg* South America line had built a steamer named *Cap Polonia*, which is a sister ship of the auxiliary cruiser *Cap Trafalgar*. The *Norddeutsche Lloyd* Company had built two steamers, named *Columbus* and *Hindenburg*, each of 33,000 tons, the *Munben* and *Zeppelin*, each of 16,000 tons, and 12 other steamers of 12,000 tons, while six vessels had been constructed for the *Africa* Line, eight for the *Hansa* Line, and 10, varying from 9,000 to 13,000 tons, for the *Kosmos* Line.

#### A MASTERED REMEDY.

CHAMBERLAIN'S Colic, Cholera, &c. Remedy (Chambers's Remedy) is a master over-coming colic, cholera, and all intestinal pains. One dose restores a second dose rarely necessary to effect a cure. For sale by all Chemists and Stockholders.







## SHIPPING

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STEAMERS	To SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	11th Aug.	Connecting at Colombo with Mail Steamer Kaiser-i-Hind
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA Capt. C. C. Talbot, R.N.R.	15th Aug.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	SOMALI Capt. L. D. Finckney, R.N.R.	15th Aug.	Direct Service.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Colliver, R.N.R.	27th Aug.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world (and through tickets to New York, at Special Rates). For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to P. & O. S. N. Co. Office, 40, Queen's Building, Hongkong.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

\*CANADA MARU Capt. T. Suruga, Friday, 18th Aug., at 3 p.m. Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM AND COLOMBO.

\*SHINKOKU MARU Wednesday, 16th Aug., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

\*S.S. "KAIYO MARU" Capt. Murakami, Sunday, 6th August, at Noon.

\*S.S. "AMAKUSA MARU" Capt. Koshida, Sunday, 13th August, at Noon.

\*S.S. "SOSHU MARU" Capt. Koshida, Wednesday, 16th Aug., at 9 a.m.

Calling at Tamsui via Swatow and Amoy.

Calling at Keelung via Swatow and Amoy.

Proceeding to Anping and Takao via Swatow and Amoy.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

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## MAIL SERVICE TO AUSTRALIA.

## SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		26th August, at 11 a.m.
EASTERN	13th September.	4th October, at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta with On or about

For Freight and further particulars apply to DODWELL & CO., LTD. Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast)

For BOSTON & NEW YORK

S.S. BOLTON CASTLE On or about 28th August.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to DODWELL & CO., LTD. Agents.

## THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 20th Aug.

S.S. RANBI MARU, For Moji, Kobe & Yokohama, 20th Aug.

S.S. RIJOUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 14th Sept.

S.S. BORNEO MARU, For Moji, Kobe & Yokohama, 18th Sept.

For Freight or Passage apply to DODWELL & CO., LTD. Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENSIN via WEIHAIWEI	CHIEF	Aug. 9, Daylight.
SHANGHAI	SHANGHAI	Aug. 10, at 4 p.m.
RAIPHONG	RAIPHONG	Aug. 11, at 10 a.m.
SHANGHAI	YINCHOW	Aug. 13, Daylight.
MANILA, CEBU & ILOILO	TAKO	Aug. 15, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chinshu," "Taming" & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tea". SHANGHAI LINE—PASSENGERS, MAILS & CARGO. S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung" & "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule of service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGANG	THURSDAY, Aug. 10, Daylight.
WEIHAIWEI & TIENSIN	CHEONGSHING	FRIDAY, Aug. 11, Daylight.
SHANGHAI	CHONGSANG	FRIDAY, Aug. 11, Daylight.
MANILA	LOONGSANG	SATURDAY, Aug. 12, at 3 p.m.
MANILA	YUENSANG	SATURDAY, Aug. 12, at 3 p.m.
SINGAPORE & PENANG	KUMSANG	MONDAY, Aug. 21, at 3 p.m.
CALCUTTA	HOPSANG	TUESDAY, Aug. 22, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers "Katsang," "Famang," "Laiyang" & "Fookang" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," "Kumang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

\*Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\*Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

\*Taking Cargo on through Bills of Lading to Kaitai, Lahad Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

Agents.

BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

Agents.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMeward.

FOR

STEAMERS

DATE OF DEPARTURE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. R. 11.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

WESTWARD.

S.S. SHIRALA, 5,200 tons, Capt. A. J. Terry, will be dispatched for SHANGHAI, KOBE and MOJI on

For Freight or Passage apply to DAVID SASSOON & CO., LTD., Agents.

Telephone No. 222 & 223.

DAVID SASSOON & CO., LTD.

Agents.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAINS	LEAVING
HAICHING	Capt. W. C. Passmore	FRIDAY, 11th August at 3 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 15th August at 2 p.m.
HAIBONG	Capt. J. W. Evans	at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamers: Speed & Capacity: Leave Hongkong:

SHINKO MARU 22,000-21 knots Wed., 16th Aug. at Noon.

\*FERSIA MARU 9,000-14 knots Thurs., 21st Sept. at 10.30 a.m.

\*TENYO MARU 22,000-21 knots Wed., 4th Oct. at Noon.

\*DAIREN MARU 9,000-12 knots

\*KWANTO MARU 8,000-12 knots

\*NIPPON MARU 11,000-15 knots

\*Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

\*Cargo only.

First Class to London £71-10 Return (6 months) £121.

" " New York £50-00 " " £95-10

" " San Francisco £45-00 " " £85-00

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

BOUND TEE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

For full particulars as to Passage and Freight apply to K. DOI AGENT.

Telephone 291. KING'S BUILDING, (Opposite Blake Pier).

Agents.

THE JAPAN MAIL STEAMSHIP CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

SAILING DATE.

Displacement

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and

TERSEIFF

YOKOHAMA MARU. (WEDNESDAY, 30th Aug. at 4 p.m.)

SYDNEY via MELBOURNE, LAKE MARU, (TUESDAY, 15th Aug. at 11 a.m.)

Via MANILA, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA

YOKOHAMA MARU. (TUESDAY, 15th Aug. at 4 p.m.)

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## SHIPPING

## P. &amp; O. S. N. Co.

## STEAM FOR

STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER-

RANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTINEN-

TAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Steamship NOVARA, Captain

H. R. Hetherington, will be despatched

from this port on or about FRIDAY,

the 11th August, 1916, taking Passengers







## To-day's Advertisements

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship **MIYAZAKI MARU**, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 14th August, 1916, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days after the date they cannot be re-weighed. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Agents.

Hongkong, Aug. 8, 1916. 910

"REX" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship **"REX"**, Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 10th inst. or they will not be recognized.

All broken, chafed, or damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, Aug. 8, 1916. 911

ROYAL OBSERVATORY.  
HONGKONG DAILY WEATHER REPORT.

AUGUST 8, 1916. -A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Wind.	Weather.
Victoria	5 a.	30.00	77	100	1
Harbour	5 a.	30.00	77	100	1
Central	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1
East	5 a.	30.00	77	100	1
West	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1
East	5 a.	30.00	77	100	1
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West	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1
East	5 a.	30.00	77	100	1
West	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1
East	5 a.	30.00	77	100	1
West	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1
East	5 a.	30.00	77	100	1
West	5 a.	30.00	77	100	1
North	5 a.	30.00	77	100	1
South	5 a.	30.00	77	100	1